

# KANSAS CITY TIMES

VOLUME XVI.

DODGE CITY, KANSAS, FRIDAY, NOVEMBER 7, 1890.

NUMBER 28.

## MISHAPS AND CRIMES

CASUALTIES AND CRIMES OF A DAY.

The Bravado of a Negro Costs Him His Life—Another Tunnel Wreck.

Electricity.

BRADDOCK, Pa., Nov. 1.—A horrible accident occurred here in the Edgar Thomson Steel Works, which was due to the careless bravado of the victim, a colored man named Robert Washington. He had been working as a bricklayer laborer. It was noticed by Superintendent Pierce of the Carnegie Electric Light Company that Washington had been grasping the electric light wire when the current was turned off in order to show the men he was afraid. He was warned by Pierce that he was caught, Pierce telling him several times that he was doing a very foolish thing. Last night at 10 o'clock Washington was seen to climb up several steps and reach up his hand towards the electric light lamp. Some shouted a warning to him but it was too late. He had grasped the wire, and in an instant his frame stiffened, and he fell to the floor below dead. Not a muscle twitched, and his hand had grasped the wire, and his right hand had touched the wire, and his left hand had grasped the wire. The right hand had grasped the wire, and the left hand had grasped the wire. The right hand had grasped the wire, and the left hand had grasped the wire.

A Wild Storm.

ST. JOHN, N. B., Nov. 1.—The wildest storm for years struck St. John harbor Thursday. It was from the southwest, and therefore the shipping was protected by the breakwater. The velocity of the wind was forty-four miles an hour, with occasional gusts of greater violence. Serious damage has been done to the breakwater. When the storm was at its height, and hundreds were watching the waves breaking over the railway track at Union street, a terrific wind blast lifted Fred Munde, aged 13, from the wharf into the raging sea. Fred Munde, aged 17, who worked in a grocery near, attempted to rescue Munde, but finally threw up his arms and went down. A life-boat was launched, and life lines were run along the shore for half a mile, but nothing could live in the boiling surf. Both bodies were recovered when the tide went out. Munde's mother was on the wharf and saw her son's fate.

Cuban Rebels.

KEY WEST, Fla., Nov. 1.—Victor Aguirre, an employee of the Spanish government, was decapitated by two men to the outskirts of the city Wednesday night, who then shot and slightly wounded him, and ordered him to leave at once. Aguirre was under penalty of death. He immediately boarded a partying steamer, out in the meantime, the authorities had got wind of the affair, and pursued the guilty parties. He also Aguirre himself, whom they held as a witness. Judge Cameron, presiding one of the accused, assaulted the Spanish consul yesterday afternoon on the steps of the latter's office, and but for the intervention of an officer, it is believed that the consul would have been murdered. Aguirre is now in jail. The Cuban revolutionists in this city are very active and dangerous just now, and it is thought they will make trouble in the island before long.

Thrown Out Again.

LEAVENWORTH, Kas., Nov. 1.—Following his procedure yesterday, Postmaster Ritchie again threw the mail ed out of the Leavenworth Times out of the mail. The paper was unavailable because it reprinted the list of the Catholic fair raffish. In giving an account of the postmaster's act yesterday, Postmaster General Wadsworth sustains Postmaster Ritchie, and in reply to the latter's telegram of inquiry simply wired "unavailable." This afternoon suit was filed by the Times in the district court, asking Postmaster Ritchie for \$10,000 damages. The claim is made that no law could forbid an American newspaper to print the news.

A Corn Corner.

KANSAS CITY, Nov. 1.—There was a little corner on corn on "change yesterday morning. The Leavenworth-Gregory Commission company, which does a large corn shipping business, has been the most prominent buyer of corn all the month, and finding about 50,000 bushels due on October contracts which had not been delivered, it put the market up 2 cents per bushel and called for settlement at their price. The fact that it was possible to run a "squeeze" on such a small quantity of corn shows with what tenacity owners of corn in this vicinity are holding it in anticipation of his high prices.

The Conspiracy Trials.

TIPPERARY, Nov. 1.—Upon the resumption of the conspiracy trial here much excitement was caused by the action of the police, who ejected Mr. Dalton, a member of the house of commons, as he was entering the court room on the jury stand. An appeal was made to the bench and the magistrate ordered the police to allow Mr. Dalton and Mr. Kilbride, who is also a member of parliament, to enter the gallery.

A Rapist Shot.

MACON, Ga., Nov. 1.—Near Valdosta, Lowndes county, a negro named Patso, committed a brutal assault on Miss Hardee, daughter of a prominent planter. The negro was taken from the officers by a mob of whites, tied to a tree and shot to death.

A Land Grant Case.

ST. LOUIS, Mo., Nov. 1.—The land grant case against the Sioux City & St. Paul railroad company has been decided by Judge Shires in favor of the government and the settlers. The case involves 22,000 acres of land, which was a part of a grant to the state to build a road from Sioux City to the state line. The railroad company only built as far as Le Mars, and used the Illinois Central from there to Sioux City, but claimed all the land.

A Big Failure.

CHICAGO, Nov. 1.—Twenty-six confessions of judgment aggregating about \$200,000 in amount, have been entered against Leopold Bros. & Co., wholesale clothiers at 229 Franklin street.

Indians Hanged.

TERRE HAUTE, Ind., Nov. 1.—The Indian convention has adjourned. The conservative element ruled the meeting, which was for the purpose of deciding whether a strike should be inaugurated against the government.

## ELEVENTH CENSUS.

THE OFFICIAL COUNT OF THE POPULATION PRACTICALLY COMPLETED.

TABLED BY STATE BY STATES.

WASHINGTON, Oct. 30.—The Census Office has completed the official count of all the supervisors' districts except one in Missouri, the first, and one in Virginia, the third. All of the other States and Territories, except Alaska and Indian Territory, have been announced. The Alaska census has not been taken, nor has the Indian Territory census. It is not yet determined whether the white intruders in the Indian Territory will be enumerated, but if they are it will add several thousand to the total population. In the total of Oklahoma, which has been announced, the Indians are not included, nor are they included in any of the other States and Territories. A separate total will be given for them. Exclusive of Virginia and Missouri, the total now stands 55,770,953. Inclusive of all Missouri and Virginia, except the two districts not counted, the total is 55,946,979. Missouri, exclusive of the first district, according to the official figures, shows a population of 1,165,335. Virginia, exclusive of the third district, shows a population of 1,236,941. In 1880 the counties which constitute the Third district of Virginia had a total population of 241,912, so that it is not likely that the figures for this district will exceed \$400,000. In 1880 the Third district of Missouri, St. Louis County, contained 334,700 inhabitants, and it is calculated that the present census will show a population for this district not to exceed 600,000. It is, therefore, probable that the total population will add about 1,000,000 to the official figures already announced. Should they add an even million the total population of the United States would be 65,245,979. The indications are that the grand total will not be far from these figures. This will be a gain of a little over 13,000,000 in ten years, the population of the United States, according to the census of 1880, being 50,155,789. The following are the official figures by States and Territories, showing the present population, the population of 1880 and the amount and per cent. of increase in ten years.

Alabama 1,508,077 1,286,026 222,051 17.34  
Alaska 65,000 0 65,000 0  
Arizona 115,000 0 115,000 0  
Arkansas 1,115,000 962,229 152,771 15.77  
California 2,054,000 1,507,000 547,000 36.31  
Colorado 410,000 194,312 215,688 111.49  
Connecticut 580,000 521,000 59,000 11.33  
Delaware 267,401 146,000 121,401 83.19  
District of Columbia 25,000 17,000 8,000 47.06  
Florida 1,000,000 750,000 250,000 33.33  
Georgia 1,484,000 1,024,000 460,000 44.92  
Hawaii 100,000 0 100,000 0  
Idaho 100,000 0 100,000 0  
Illinois 2,818,000 1,977,749 840,251 42.50  
Indiana 1,750,000 1,200,000 550,000 45.83  
Iowa 1,400,000 1,000,000 400,000 40.00  
Kansas 1,200,000 800,000 400,000 50.00  
Kentucky 1,100,000 900,000 200,000 22.22  
Louisiana 1,100,000 800,000 300,000 37.50  
Maine 500,000 400,000 100,000 25.00  
Maryland 600,000 500,000 100,000 20.00  
Massachusetts 1,500,000 1,200,000 300,000 25.00  
Michigan 1,800,000 1,200,000 600,000 50.00  
Minnesota 1,500,000 1,000,000 500,000 50.00  
Mississippi 1,000,000 800,000 200,000 25.00  
Missouri 1,100,000 800,000 300,000 37.50  
Montana 100,000 0 100,000 0  
Nebraska 1,000,000 600,000 400,000 66.67  
Nevada 100,000 0 100,000 0  
New Hampshire 325,000 240,000 85,000 35.42  
New Jersey 1,200,000 1,000,000 200,000 20.00  
New Mexico 100,000 0 100,000 0  
New York 5,000,000 3,500,000 1,500,000 42.86  
North Carolina 1,000,000 800,000 200,000 25.00  
North Dakota 100,000 0 100,000 0  
Ohio 3,000,000 2,000,000 1,000,000 50.00  
Oklahoma 100,000 0 100,000 0  
Oregon 100,000 0 100,000 0  
Pennsylvania 5,000,000 3,500,000 1,500,000 42.86  
Rhode Island 250,000 200,000 50,000 25.00  
South Carolina 1,000,000 800,000 200,000 25.00  
South Dakota 100,000 0 100,000 0  
Tennessee 1,500,000 1,000,000 500,000 50.00  
Texas 2,000,000 1,500,000 500,000 33.33  
Utah 100,000 0 100,000 0  
Vermont 250,000 200,000 50,000 25.00  
Virginia 1,000,000 800,000 200,000 25.00  
Washington 100,000 0 100,000 0  
West Virginia 600,000 400,000 200,000 50.00  
Wisconsin 1,500,000 1,000,000 500,000 50.00  
Wyoming 100,000 0 100,000 0

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

Decrease.

## HAPS AND MISHAPS.

DISASTERS, MISFORTUNES AND THE CRIMES OF A DAY.

The Leader of the McCoy Gang in Kentucky Found Riddled with Bullets.

A Nightly Mistake.

ST. LOUIS, Mo., Nov. 4.—An accident, most horrible in detail, occurred on the Delaware, Lackawanna & Western railroad at Rock Cut, a station about three miles south of this city at 5:45 o'clock yesterday afternoon. The New York and Philadelphia express train from New York City, which is due in Syracuse at 5:30 p.m., passes Rock Cut at 5:40 o'clock. It does not stop there, but rushes on at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is about forty miles an hour. Before the express was due at Rock Cut, two coal trains from Syracuse had arrived at the station, and had been run in on a switch on the north side of the main track, Clark, the operator of the station, was in the engine house at the usual rate of speed, which is